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SOP. BOOK
1-2

STANDING OPERATING PROCEDURE
NUMBER 45-3064-1

27 Dec 1966

25X1A2g

EMERGENCY RECOVERY OF AIRCRAFT
USAF Declass/Release Instructions On File

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1. PURPOSE: To establish clearly defined procedures for the recovery of a aircraft which has made an emergency landing at an airfield other than Homeplate.

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2. SCOPE: These procedures apply to all parties having a direct interest or supervisory responsibility for recovery during a training flight or an operational mission.

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3. GENERAL: The is a classified aircraft, and as such, any unscheduled landing, other than at Homeplate, requires that the Commander take immediate action to protect the aircraft and return it to Homeplate as soon as possible. For obvious reasons, emergency recovery action must begin quickly. This can best be done when the necessary types of personnel have been preselected and the necessary equipment identified for recovering the aircraft. Transportation of equipment and personnel will be accomplished using the C-130, F-27 or the Connie. If the C-130 is not available for use, then suitable air transportation will be requested from Headquarters. Personnel and cargo will be selected by maintenance option. Option A consists of a C-130 flight with all cargo items required to recover the article, remove "Take", preflight and launch to Homeplate (package reinstalled). A second C-130 load is programmed under this option to transport all items required to complete an engine change if necessary. Option B is exercised when it is immediately recognized that an engine change is required. Flight 1 then carries preliminary engine change equipment with flight two transporting the remainder of the preflight and launch equipment. Passenger spaces are available on all flights to accommodate F-27 overflow. If it can be determined after notification that the Article has been damaged beyond all repair, then procedures outlined under aircraft accidents will apply and these procedures are void.

4. PROCEDURES: These procedures will be put into effect on the order of the Commander or his designated representative. Upon notification of an emergency landing, the Commander or his representative will notify the DCO, DCM, DCS, Senior Security Officer and Command Post to implement Emergency Recovery procedures. Location of aircraft landing and desired time for departure of cargo aircraft should be included in initial notification. The Commander will at this time designate a senior officer as the Task Force Commander for the Emergency Recovery Operation. Actions will be taken as follows:

OPR: DCM

DISTRIBUTION: A & B

This SOP supersedes SOP 45-3064-1, 8 August 1966 as amended

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a. DCM:

(1) Notify hangar maintenance supervisor, SAS, INS, Package Supervisor (I, II, IV, V, or VI), Base Supply Officer/Supervisor, POL Officer/Supervisor, Aircraft Maintenance Officer/Supervisor, to implement Emergency Recovery procedures giving location of emergency landing, estimated departure time of the C-130 and any other pertinent information. The supervisors will immediately select the personnel by name according to speciality shown in Annex A or B and give to DCM. Supervisors will also begin immediately to move their cargo elements to the South Parking Ramp for the C-130 loading. Cargo items not required for a specific recovery will be deleted and this information immediately passed to the Base Supply Loading Supervisor.

(a) The Aircraft Maintenance Supervisor will:

- 1 Immediately prepare one F-101 and one T-33 for immediate departure.
- 2 Prepare and preflight the C-130 for cargo loading and departure.
- 3 Locate and brief the cargo loadmaster on immediate loading.

(b) The Base Supply Officer will:

1 Dispatch cargo load supervisor and loaders to the C-130. Carry four (4) copies of prepared manifest and two (2) copies of loading diagram to C-130. One (1) copy of manifest with items checked off will be given to the aircraft loadmaster or Aircraft Commander when all items are loaded. Two (2) copies of the manifest and loading diagram will be given to the Maintenance Officer on the recovery team to be used for return of recovery equipment. One (1) copy of manifest will be signed by the Loadmaster and retained by Base Supply.

2 Dispatch available cargo hoists and trailers as needed to accomplish or to assist in the loading. This may entail helping contractor supervisors in moving non-rolling cargo elements.

(2) Notify DCO of status of C-130.

(3) Collect names of maintenance recovery personnel and forward to DCS for manifesting and special orders if required.

(4) Determine from [REDACTED] landing base location and season if cold weather clothing will be required. If required, direct Base Supply Officer to issue clothing to passengers as required. Personnel desiring special clothing will report to BEMO for issue.

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(5) Advise recovery personnel who are departing how many days are estimated for recovery. Personnel may take minimum additional clothing and personal items. If no recovery time can be established, it will be wise to assume at least three (3) days away from Homeplate.

(6) Advise Command Post or call direct to Commander/DCM at emergency landing base and give any instructions or conditions for preliminary care of the [REDACTED] aircraft. 25X1A2g

(7) Notify DCO on cargo loading status and when loading is completed.

(8) Notify supervisors and arrange for loading time of the C-130 when it is inbound for a turnaround trip.

25X1A2g (9) At the recovery base, the maintenance officer will supervise the maintenance recovery operation and arrange for local support, i.e., hangar space, messing, lodging, etc., with the local DCM. In addition, the following Aerospace Ground Equipment will be required from the emergency base resources to support the [REDACTED] recovery: Two (2) MD3 power units (28VDC and 115VAC), one (1) high pressure oxygen trailer or one (1) LOX trailer, five (5) B-4 maintenance stands, two (2) 5 gallon drums/pails for drainage purposes, one (1) Joy air compressor 3-4000 lb pressure, one (1) dry nitrogen cart, one (1) 50 gallon drum (empty), two (2) portable heaters (gas or electric), two (2) NF2 light trailers, one (1) 6000 lb capacity low boom forklift and one Jib Hoist Assy (Type VI recovery only). Further the Maintenance Officer will:

(a) Immediately remove package material and prepare for delivery to Homeplate or as directed.

(b) Remove SC&DM tape for delivery to Homeplate or as directed.

(c) Remove INS programming data from INS drum and erase drum.

1 INS will be programmed for return flight.

(d) Remove viewfinder film and hold for Security.

(e) Prepare aircraft for a low/slow flight to Homeplate.

25X1A2g (f) Keep Task Force Commander advised on maintenance status and ETIC of [REDACTED] aircraft.

25X1A2g (g) Supervise and arrange loading of recovery equipment and personnel for return to Homeplate. Provide prepared manifests to DCO representative and C-130 crew commander for return flight.

(10) Monitor maintenance status and recovery of [REDACTED] at

the emergency base periodically thru the Command Post or any direct contact with the maintenance officer at the recovery base.

b. DCO

25X1A2g (1) Call senior operations officer at emergency landing base as necessary for status of [REDACTED] aircraft and give preliminary instructions for care of pilot and aircraft. Forward any pertinent information to DCM for planning purposes..

(a) Launch F-101 and/or T-33 with the DCO representative along with a senior security officer to recovery base.

(2) Recall C-130 if it is not on station and/or determine what lateral support aircraft (Connie, Edwards C-130, etc) can be made available for transport. If none suitable is available, request higher headquarters assistance.

(3) Notify Personal Equipment Officer/Supervisor, Senior Medical Officer, Base Operations Officer, Weather Officer, Flight Planning Section and DCOT to implement Emergency Recovery Procedures. These supervisors will in turn select personnel by name according to applicable specialitys listed in Annex A or B and forward to DCS for manifesting and special orders if required. Supervisors will also move cargo as applicable to the C-130 located on the South parking ramp.

25X1A2g (4) Keep Commander advised on all new information obtained on [REDACTED] aircraft and on recovery loading status.

25X1A2g (5) Advise higher headquarters and other interested agencies, as appropriate, that a [REDACTED] aircraft is down, that Emergency Recovery Operations have started, and keep them advised periodically of progress in recovery.

(6) Direct Base Operations Officer to:

(a) Activate the secondary crash circuit.

(b) Notify Supervisor of Flying.

(c) Locate and alert (C-130, C-121, F-27, etc) for briefing on departure, destination, and load.

(d) Prepare mobile kit, and handcarry on passenger aircraft.

(e) Contact DCS for number of flight lunches desired and insure they are placed on board support aircraft.

25X1A2g (7) Schedule a project pilot to ferry the [REDACTED], if applicable. Project pilot need not depart immediately but may depart by F-101 when needed.

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(8) Coordinate with DCS to assure orders are issued authorizing civilian passengers flight on military aircraft (Detachment or MAC).

(9) Flight Planning Section will prepare flight plan, map strip for viewfinder, as necessary, for flight from emergency landing base back to Homeplate.

(10) Return flight plan to be made in coordination with higher headquarters and Security. FAA coordination will be effected after determination of flight plan to be used and FAA clearance required.

(11) Operations representative at emergency landing base will insure that preparations for flight, pilot briefings, physiological activities, use of mobile control, etc., will not deviate from procedures established by local SOP's, directives, etc. Commander, [REDACTED] will be the approving official if deviations are required.

(12) Mobile control officer will monitor primary frequency for minimum of 30 minutes after aircraft departure from emergency base.

(13) Command Post will be open 24 hours a day unless authorized to close by the DCO. It will perform normal duties as well as serve as a communication center. Command Post will be notified by SAC long line/NORAD hot line/commercial telephone of aircraft departure and ETA at Homeplate.

(14) Chase aircraft will be airborne at Homeplate, at landing time minus 30 minutes (or upon notification of aircraft departure if time enroute is less than 30 minutes).

c. Senior Security Officer

(1) Upon notification of emergency landing will designate and alert security representative for immediate departure (Annex A or B). The name of this representative and 4 security guards (Annex A or B) will be forwarded to DCS for manifesting and special orders. Security will supervise loading of recovery personnel on support aircraft from manifest provided to Security by DCS.

(2) Arrange for and supervise security protection of the [REDACTED] at the emergency landing field. Conduct briefings as necessary at the base in conjunction with local Base Security Officer

(3) Provide all personnel with security briefing and cover story at plane side prior to departing the area.

(4) Arrange for or advise local Information Officer on any press releases that may be required, provided press release has been approved per Project Headquarters Directive 50-3055-4.

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d. DCS

(1) Alert appropriate personnel, as necessary, that an emergency recovery operation will take place.

(2) Arrange for flight lunches to be placed aboard the support aircraft.

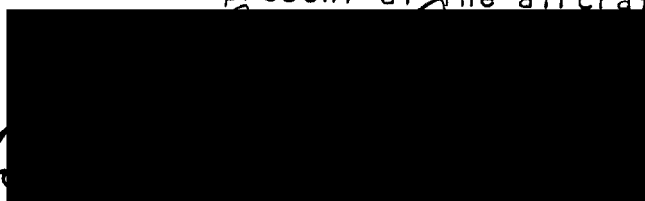
(3) Prepare and arrange for cash disbursement to the Task Force Commander (or his designated representative) at his request.

(4) Upon receipt of names from all sections concerned (Annex A or B) manifest recovery personnel and insure special orders are published authorizing civilian personnel travel via military aircraft. Security and DCO will be furnished copies of the personnel manifest.

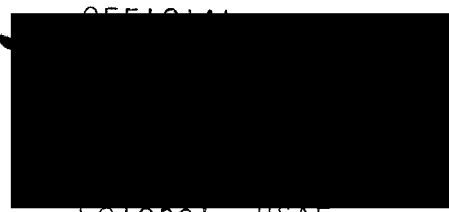
(5) Standby to support the Base Supply Officer with additional transportation if requested by the Base Supply Officer.

(6) A DCS representative will be present at the aircraft to pass out special orders.

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Deputy Commander for Materiel

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Colonel, USAF
Commander

Annexes

- A. Recovery Personnel List (Option A)
- B. Recovery Personnel List (Option B)

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OPTION B
RECOVERY

(w/engine change, two shift operation)

	<u>F-27</u>	<u>C-130(1)/C-130(2)</u>	<u>OTHER</u>
TASK FORCE COMMANDER			1
MAINT OFFICER			1
DEPT MANAGER	1		
MAINT SUPR	1		
CREW CHIEF	1		1
ENGINEER	1		
FLT LINE MECH	6		6
ELECTRICIAN	1		1
INSPECTOR	1		1
GROUND HANDLING MECH	1	1	
RADIO TECH	1		
MAINT ELECT	1		
SAS TECH	1		
INS TECH	2		
LAC SPECIALIST	1		
MATERIAL EXPEDITER	1		
PKG I	*5		
PKG II	*4		
PKG IV	*3		
PKG V	*2		
PKG VI	*1		
P&W FIELD REPS	1		
P&W TECHS	1		
POL TECHS		2	
SUPPLY		1	
P.E.	2		
MEDICAL OFF	1		
OPS OFF			1
WX OFF	1		
FLT PLANNER	1		
SECURITY OFF			1
SECURITY GUARDS	4		
<i>Commo Tech / Crypto</i>	<u>1</u>		
TOTALS	31 Pkg 32+	4	9
			4

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OPTION A
RECOVERY

(w/two shift operation)

	<u>F-27</u>	<u>C-130</u>	<u>Other</u>
TASK FORCE COMMANDER			1
MAINT OFFICER			1
DEPT MANAGER	1		
MAINT SUPR	1		
CREW CHIEF	2		
ENGINEER	1		
FLT LINE MECH	10		
ELEC	2		
INSPECTOR	2		
GROUND HANDLING MECH	1	1	
RADIO TECH	1		
MAINT ELEC	1		
SAS TECH	1		
INS TECH	2		
LAC SPECIALIST	1		
PKG I	*5		
PKG II	*4		
PKG IV	*3		
PKG V	*2		
PKG VI	*1		
P&W FIELD REP	1		
POL TECH		2	
SUPPLY TECH		1	
P.E.		2	
MEDICAL OFFICER		1	
OPS OFFICER			1
WX OFFICER		1	
FLT PLANNER		1	
SECURITY OFFICER			1
SECURITY GUARDS	4		
MATERIAL EXPEDITER	1		
Commo Tech / Crypto	1		
TOTALS	<u>32 Pkg</u> 33 + 11	<u>9</u>	<u>4</u>

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